



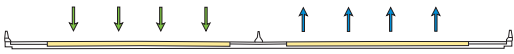
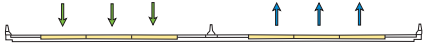
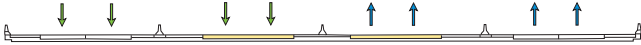
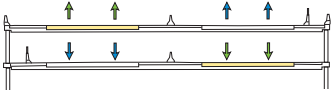
Cross Section	Evaluation
 <p>8-Lane Freeway Option</p>	<ul style="list-style-type: none"> ● Provides acceptable capacity (LOS C) for through traffic and ramp entering/exiting traffic through 2025 design year. ● Provides reserve capacity for traffic growth beyond 2025
 <p>6-Lane Freeway Option</p>	<ul style="list-style-type: none"> ● Provides fair capacity (LOS C/D) in 2025 design year ● Does not provide reserve capacity for traffic growth beyond 2025
 <p>4-Lane Mainline with Collector-Distributor (C-D) Option</p>	<ul style="list-style-type: none"> ● Provides acceptable capacity (LOS B) for through traffic, and fair capacity (LOS D/E) for entering and exiting traffic on C-D system ● Does not provide reserve capacity for traffic growth beyond 2025 ● Would require downtown destined traffic to exit mainline I-74 upstream of destination ● Comparatively wide bridge cross section would increase construction costs ● C-D system on Iowa and Illinois approaches would result in comparatively greater right-of-way requirements and potential land use impacts
 <p>Double Deck with Collector-Distributor Option</p>	<ul style="list-style-type: none"> ● Northbound and southbound roadways would be vertically separated by double deck structure ● Would significantly complicate or restrict access to riverfront areas since one direction of I-74 would need to be raised approximately 25 ft. ● Would significantly increase construction costs due to increased length of approach structure, double deck configuration, and complex interchange requirements ● Provides acceptable capacity (LOS B) for through traffic, and fair capacity (LOS D/E) for entering and exiting traffic on C-D system ● Does not provide reserve capacity for traffic growth beyond 2025

Table 2-1
Mississippi River Bridge
Lane Arrangement Options
Evaluation